

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
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(FOR KEY SEE REVERSE)

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1.

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Ship was to sail on 2 January 1954 for Greifswald where her fitting was to be completed on 5 January 1954, she was icebound in Hohensaaten and is not lying in the DSU harbor. During the night, 15/16 January 1954, the upper deck aft was damaged by a hurricane-like storm and can only be repaired after the ship reaches Greifswald.

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The window panes delivered to Ferdinand Eltz Fabrik, Berlin-Gruenau, were delivered in so large a quantity that the firm was unable to sort them according to schedule. The placing of windows was delayed for fourteen days, and it was not possible to spray the deck superstructure. Since then, sharp frost has made it impossible. The fittings in the better accommodations could not be installed. Linoleum and Lincrusta will not be delivered until 27 January. The SBA¹ at first could not decide on the correct thickness of the Lincrusta. Furniture from VSM was not delivered on schedule, because all the saloon bulkheads were scrapped by VSM. The partitions in the lower saloons will presumably be delivered on 3 February. Because of the heavy frost, the laying of tiles and fitting of the seamless deck covering has ceased temporarily.

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Rubber slide boxes and stern bushes will be collected on 1 February by courier.

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25 YEAR RE-REVIEW

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Watertight tests on the aft part of the ship were halted by the severe frost. The aft superstructure was delivered late. The midships superstructure has not yet been finished because 21 plates had to be forwarded to Schwermaschinenbau Ernst Thaelmann, Magdeburg, for straightening. This resulted in a fortnight's delay. Scraping and painting of the outer hull, as well as welding, was stopped by the heavy frost.

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Progress here is also dependent on watertight tests and welding. Superstructures have not yet been delivered from Junkalor.

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Work has stopped because the discrepancies in the designs have not yet been eliminated.

2.

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The designs are not yet complete so that work cannot proceed. For instance, the blueprints for the rudder leads, pipelines, and various minor parts are not available, causing considerable difficulties. It has not yet been possible to contract for the fittings.

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No shipbuilding shed is available, and the sections have been built in the boiler-shop which was cleared for this purpose. The main deck section has had to be welded outside the hangar, and work was stopped by the heavy frost. Otherwise, the same applies as for 645.

3.

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The main engines were installed in the Magdeburg Handelshafen. It was not possible to bring the ship back from Frohse dockyard because it is frozen up. Consequently, completion is being carried out under very unfavorable conditions.

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Watertight tests were abandoned because of the severe frost.

4.

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Work was delayed because of the frost.

5. General Remarks

The constant shortage of oxygen and acetylene is causing many delays. For example, often only five bottles of acetylene, at the most ten, are received, so that not enough bending work could be done in the mild weather to maintain progress. The training workshop, which is included in production, most days receives no acetylene at all.

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